1984 Ford Tempo

At Ford, Quality is Job 1.

At Ford, quality is our top priority. Nothing ranks higher in the design, engineering, manufacture, sale and service of our cars and trucks.

We're determined to make the finest cars and trucks in the world. No exceptions.

Our product philosophy begins with the vision of a customer—of you—sitting behind the wheel of a new car or truck in one of our dealers' showrooms asking a series of questions about quality.

Does this Ford vehicle have the best quality I can find? Will it give me value and pleasure in use? Will it last? Will I get good service? Can I trust the manufacturer and the dealer?

We know that the answers to those questions will determine whether you buy our product or someone else's car or truck. So that's why quality is really Job 1 at Ford.

Our quality system is based on the concept of preventing quality problems, not merely detecting problems and trying to fix them.

Also, we're committed to an operating philosophy of continuous improvement in quality and every other aspect of our business. There is no upper limit to our quality performance. We believe further improvements are always possible.

And most important, Ford employees are directly or indirectly involved in improving the quality of Ford cars and trucks. We know that our jobs and the success of Ford Motor Company depend on building high quality vehicles that meet your needs and expectations.

Donald E. Petersen
President
Ford Motor Company

Ford Tempo GLX

The ultimate expression of the new Ford Tempo. In luxury 2-door coupe or 4-door sedan, the top-line GLX features reclining all-cloth front seats, luxury carpeting, a specially contoured rear seat back, dual remote-control mirrors, trip odometer, swivel map light and more.

Ford Tempo GL

The Tempo series that could satisfy almost anyone's needs. Attractive inside and out, GL is equipped for comfort and convenience, with reclining front seats, intermittent wipers, electronic digital clock, luxury sound insulation, plus the features standard in Tempo L.

Ford Tempo L

Where the pleasure of owning a Ford Tempo begins. Advanced technology is at the top of a list of standard features that includes front seats with recliners, full-length mini-console, door panel storage bins and column-mounted controls in a computer-refined 5-passenger interior design.

A word about this catalog

Some of the equipment shown or described throughout the catalog is available at extra cost.

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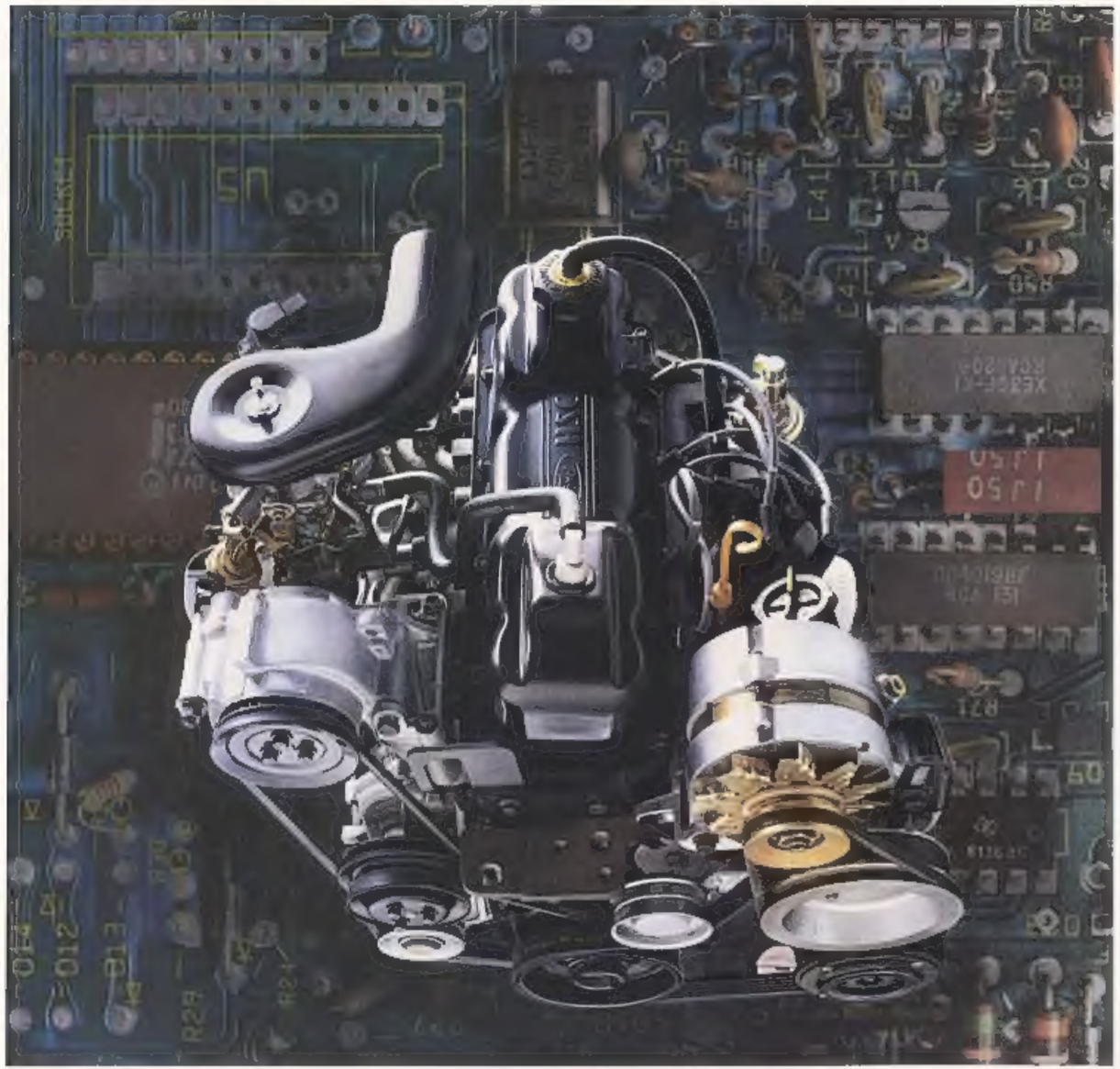


Power & Efficiency

The 2300 HSC engine: Ford's first production fastburn powerplant.

The 2300 HSC (High Swirl Combustion) engine, developed specifically for Tempo, bridges the gap that often separates economy* from performance in many 4-cylinder engines.

The HSC engine is designed to burn fuel quickly and efficiently. The spark plug is located near the center of the modified wedge-shaped combustion chamber where the fuel-air mixture is compressed **(1)**. The induction system "swirls" the fuel-air mixture as it enters the chamber **(2)**. It's this high swirling motion that allows the charge to burn at a fast rate to extract maximum power from the fuel.

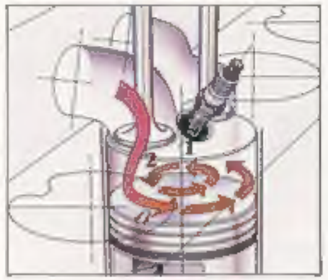
The HSC engine, with overhead valves, high air/fuel velocity, fastburn combustion and high 9:1 compression ratio, delivers high torque in the lower rpm range — 118 foot-pounds of torque at 2,600 rpm. With either manual or automatic transaxle, the HSC engine provides power for the kind of acceleration needed for stop-and-go driving.

The standard "Fuel Saver" engine is teamed with a 4-speed manual transaxle that features an overdrive fourth gear to reduce engine rpm and increase economy.* An optional 5-speed, manual overdrive is available with the HSC engine.

Tempo's optional automatic transaxle is designed for fuel economy. It has a patented "splitter" gear that transmits 62% of the torque mechanically in 2nd gear and 93% in 3rd gear to significantly reduce power-wasting hydraulic slippage.

EEC-IV: the world's most advanced onboard automotive computer

The 2300 HSC engine benefits from a computer called EEC-IV, a fourth-generation, state-of-the-art, microprocessor-based engine control system capable of thousands of operations per second. EEC-IV instantly adjusts the air/fuel mixture and ignition timing for quick cold starts. On



the road, it senses by the millisecond what the car is being asked to do, then balances the air/fuel mixture and timing for optimum power, response and efficiency.

2.0 liter diesel engine: a diesel by design, not by conversion

This new optional engine is a true diesel, not a converted gasoline engine. Because it was designed as a diesel from the outset, a number of design innovations were built in. For instance, the cold start problem associated with most diesel engines was eliminated by an advanced glow plug system that reduced the wait-to-start time to just 3 seconds at 0° Fahrenheit.

An advanced fuel conditioning system uses a fine filtration water separator, flashing water level warning light on the instrument panel, and an easily accessible water drain for fast "do-it-yourself" draining. There's also a standard automatic fuel heater to prevent cold weather fuel waxing.

Diesel models also include additional sound insulation, glow plug wait-to-start light, sports instrumentation cluster, and 60-amp. alternator (65-amp. with optional air conditioner).

Best of all, Tempo's already high gas mileage figures are even higher with the diesel.**

For availability of the new 2.0 liter diesel in Tempo, see your Ford Dealer.

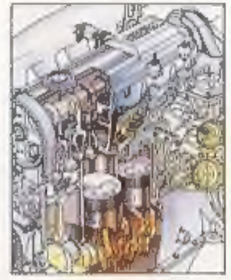
Fuel economy, a benefit of Tempo aerodynamics

Fuel economy is enhanced by Tempo's aerodynamic shape. The lower the coefficient of drag (C_D) of a vehicle, the more aerodynamically efficient it is. Tempo's low drag coefficients — .36 (2-door) and .37 (4-door) — help it slip through the air, requiring less power from the engine to overcome resistance. Because the engine isn't working as hard, it uses less fuel.

The Tempo underwent 450 hours of wind tunnel testing and 950 vehicle configuration changes on 3/8-scale and full-scale models. Throughout this extensive testing, aero engineers and designers worked closely to make Tempo both aerodynamically efficient and attractive in style.

They gave Tempo a wedge body profile, sloped grille and wind-tuned hood edge, flush bumper end caps, a wrapover door design with no exposed drip rail to catch the air, an elevated rear decklid with integral spoiler, aero-tuned door and roof contours, and 60° angled windshield and rear window. Even the shape of the mirrors was designed for aerodynamic efficiency.

*See Gas Mileage on page 23.
**See Diesel Mileage on page 25.



The new optional 2.0 liter diesel with 5-speed manual transaxle delivers high-torque performance plus excellent fuel economy.

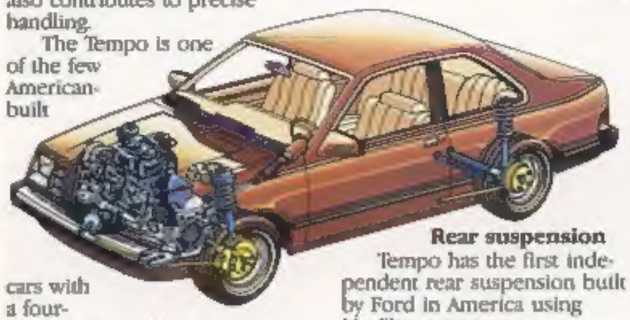
In addition to making Tempo more fuel efficient, aerodynamics contributes to vehicle stability.

Ride & Handling

Front-wheel drive and four-wheel independent suspension system

The Tempo's front-wheel drive system and all-season steel-belted radials provide excellent traction in all weather conditions. Front-wheel drive also contributes to precise handling.

The Tempo is one of the few American-built cars with a four-wheel independent suspension, a design widely recognized for its excellent handling characteristics.

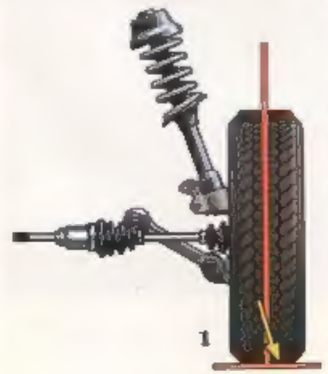


Front suspension

For riding comfort and handling response, the front suspension system features MacPherson struts with high-lift double-acting pistons, which are teflon-coated to reduce friction. A stabilizer bar linking the suspension arms reduces body lean in sharp turns and quick lane change maneuvers.

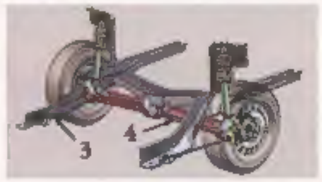
The upper strut mounts have a "dual path" design which separates mechanical forces (the springs) from hydraulic forces (the struts) and directs these forces into different paths. Each path is specifically tuned for ride and handling quality.

The turning axis of the wheels intersects the road surface outboard of the center line of the tires. This is called "negative scrub" geometry, and is an important factor in steering responsiveness **(1)**.



Rear suspension

Tempo has the first independent rear suspension built by Ford in America using MacPherson struts.



The major benefit of the independent system is increased control over road shock. It's easier to control the effects of a hard jolt when each wheel handles rough road conditions individually **(2)**. On the other hand, in cars with solid rear axles, a jolt to one wheel affects the entire rear suspension.

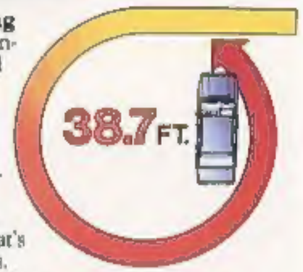
In Tempo's rear suspension design, longitudinal tie rods **(3)** allow for considerable compliance or "give" which reduces the effect of hard road impacts.

The parallel four-bar suspension arms **(4)** are designed to minimize changes in suspension geometry for improved handling response.

A significant ride quality feature is the 8.8 inches of "travel" — the total distance each wheel can travel up (3.4-in. jounce) and down (5.4-in. rebound). Increased suspension travel means a greater ability to absorb road shocks.

Rack and pinion steering

Tempo has rack and pinion steering, either manual or with optional power assist, to complement the advanced four-wheel independent suspension.



At the end of the steering column is a "pinion gear" **(5)** which engages a "rack" **(6)** of gear teeth that's linked to the steering arms.

The feel of rack and pinion steering is firm, precise, and adds to Tempo's fun-to-drive qualities. And, rack and pinion steering combines with Tempo's tight 38.7-ft. turning diameter for overall maneuverability.

Airflow as a stabilizing force

Tempo's aerodynamic shape does more than help the HSC engine deliver excellent fuel economy. The steering and suspension systems benefit as well. Through careful fine-tuning of selected design areas, airflow is directed to reduce front and rear lift, which helps improve stability.

Driver and front passenger enjoy the freedom of individually adjustable front seats. Seat back recliners are standard in all Tempo series.

Tempo has more rear seat room than a Mercedes 300D.

The Ford Tempo Environment

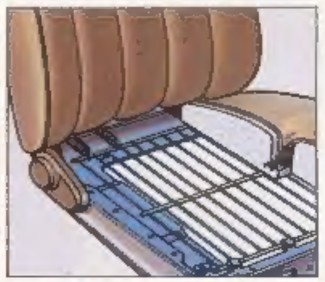
Computer-refined design for five-passenger comfort

Design ingenuity and computer refinements have combined to make the best use of Tempo's interior space.

Tempo's space-efficient interior is designed for maximum room and comfort. Total interior volume, passenger and luggage compartments combined, is 103.3 cu. ft. (EPA Volume Index).

The interior of the five-passenger Tempo demonstrates the practical use of available space. Doors, seats, roof and pillars are designed to maximize room for every passenger's head, shoulders, hips and legs. And there's the additional floor space that front-wheel drive provides.

The driver and front passenger have the freedom of individual seat adjustment: reclining seat backs and more than seven inches of fore-and-aft travel. The front seats are body-contoured for firm back and thigh support, and have comfortable deep foam cushions with Flex-o-lator spring mats. The seat backs are contoured to provide added knee room for rear seat occupants.



Tempo's front seats are body-contoured for comfortable back and thigh support. They have deep foam cushions with Flex-o-lator mats. And the seat backs are contoured to provide added knee room for rear seat occupants.

Seat belts have a comfort regulator feature that eliminates pressure on chest and shoulder, allowing greater freedom of movement.

There's room for three rear passengers, giving Tempo the practical benefit of space associated with larger sedans. The Tempo's rear seat room was made possible in part by the independent rear suspension, which allows for more passenger and trunk compartment space than a conventional axle-based system would permit.

Tempo has, in fact, more rear passenger room than a Mercedes 300D.

Acoustics and aerodynamics for interior quietness

To create a quiet passenger environment, Ford designers built extensive acoustical insulation into the Tempo.

Aerodynamics also contributes to quietness. Air turbulence causes a car's surface to vibrate and transmit noise to the interior. To reduce this effect, Ford aero engineers fine-tuned Tempo's design to direct the air flow smoothly over the aerodynamic surface, which significantly reduces noise-generating turbulence.

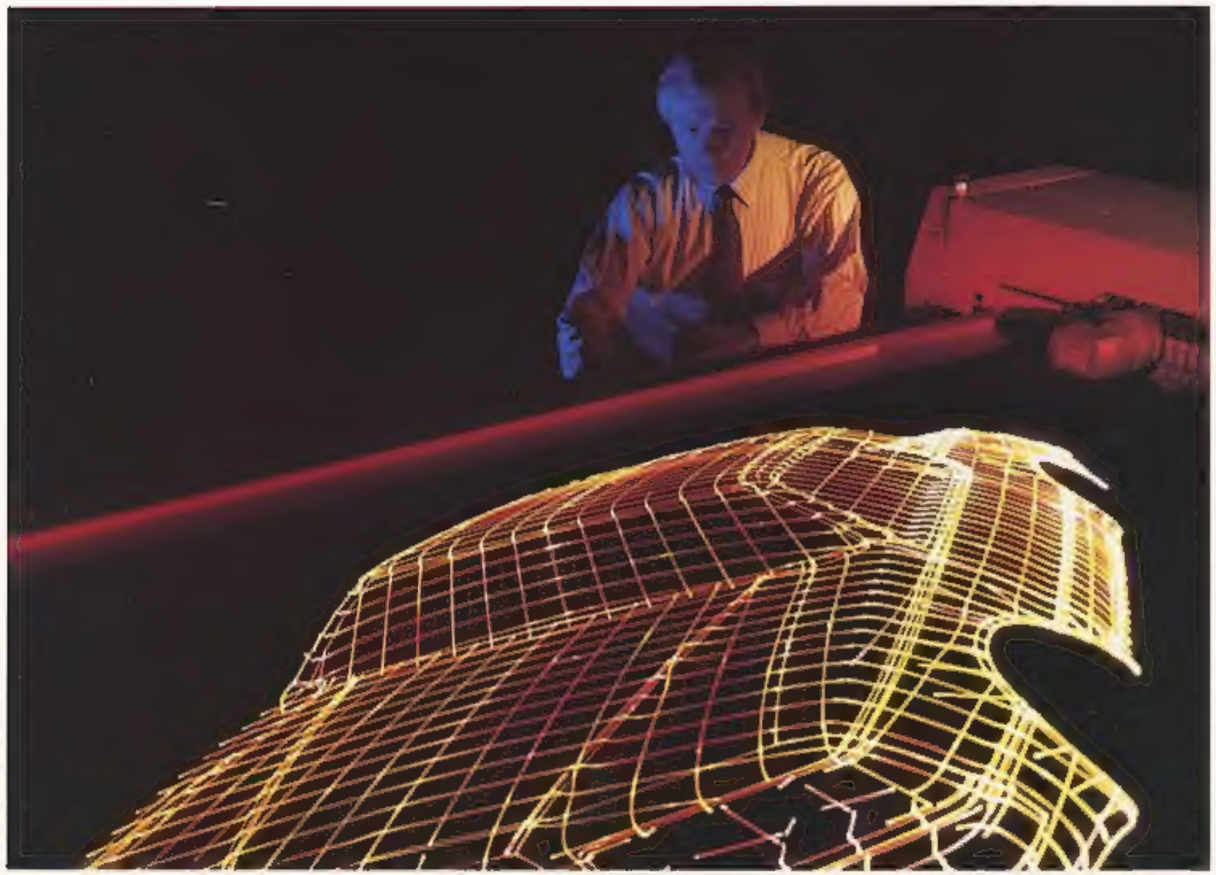
Tempo ergonomics

Correct interior design involves application of the science of ergonomics: the relationship between the passenger environment and its occupants. Instruments, controls, seating — all must be proportioned for maximum efficiency and comfort.

In the Tempo, applied ergonomics creates an environment with sensible, convenient placement of controls, instruments, lights and other accessories. For example:

- ☐ The steering wheel has an A-frame center design that provides an unobstructed view of the entire instrument cluster. The wheel rim is molded to fit the driver's hands comfortably.
- ☐ Frequently used controls are within easy reach. On two steering column-mounted levers: turn signals and headlamp high-beam on the front lever; windshield wipers and washer system on the rear lever.
- ☐ The full-length mini-console includes storage trays for carrying small items. There are storage bins in the front doors, and another in the instrument panel.
- ☐ The rearview mirror is adjustable for both day and night driving.
- ☐ On the instrument cluster, a light signals the right moment to upshift for optimum fuel economy (manual transaxles with HSC gas engine only). This indicator is not a command, just a helpful reminder.

Instrument panel is ergonomically designed for driver convenience.



Quality & Workmanship

The best-built American cars

When we say "Quality is Job 1," we are talking about more than a commitment. We are talking about results. An independent survey concluded Ford makes the best-built American cars. The survey measured owner-reported problems during the first three months of ownership of 1983 cars designed and built in the U.S. The commitment continues in the 1984 Tempo.

A quality-built car like the 1984 Tempo performs to its high design and engineering standards.

Engines and transaxles are designed to deliver ample power and excellent fuel efficiency. Advanced front and rear suspension systems balance ride and handling demands. The interior is ergonomically designed for space-efficiency, comfort and convenience.

Aerodynamics and electronics contribute to functional quality as well. And Ford is a recognized world leader in both fields. Aerodynamics helps improve fuel economy and handling stability while reducing wind noise. The EEC-IV microprocessor that monitors and controls engine operation is the world's most advanced onboard automotive computer.

Computer precision from design to assembly

Human ingenuity and computer technology are close partners in the design of Ford cars. Today, engineers are able to study a car's performance on computer screens, and with precision.

Computer graphics techniques like Finite Structural Analysis and Modal Analysis, for example, allow engineers to construct computerized mathematical models and simulate vehicle and component behavior as if under actual operating conditions.

In manufacturing, computer precision is applied to the designing and machining of tools. In assembly, computers monitor and check engine performance on the line, validate electrical system componentry, and help ensure a more consistent paint application for finish quality.

Robotics and lasers

Ford places great importance on the use of robotics to achieve high quality in manufacturing and assembly. Robots are programmed to provide consistency and control to an extraordinary degree. Robots do exactly what the engineers specify. A car's numerous spot

welds, for example, are done quickly, completely, with the accuracy the blueprints demand.

The laser is another advanced-technology tool that improves quality. Lasers provide accurate measurement of everything from engine castings and door margins to nuts and bolts and fasteners. They're also used in critical applications such as welding pins from an engine sensor to wire leads running to the electronic control module.

The ultimate test of quality

Ford cars are road-tested over hundreds of thousands of miles, are subjected to extreme stress and load conditions over

paved and unpaved surfaces, up and down steep grades, through corrosive salt baths.

They run the full course of demanding acceleration, cornering and braking maneuvers. Prototypes are also tested under controlled laboratory conditions to verify the quality of each component tested.

Technology provides the means of progress. Dedicated people make it happen.

Quality at Ford is a team effort. Employee Involvement Groups in America alone total more than 1,100. Defect prevention, not merely defect detection, is the primary goal of all quality assurance efforts.

There are "durability-reliability" teams specially trained to carry out extensive quality control programs before production begins, and "quality" teams whose primary concern is quality improvement after production gets under way.

From product planning to assembly and beyond, the quality of every Ford car is a continuous concern. It's a commitment to quality that shows in the new Tempo for 1984.

A bumper system that exceeds the requirements

Tempo's bumpers are designed to protect safety-related systems — lamps and exhaust, for example — in the event of a minor impact.

While some manufacturers have replaced the 5-mile-an-hour bumper system with a 2½-mile-an-hour system, Tempo offers you the protection of 5-mile-an-hour bumpers front and rear.

Fine points of excellence

Every detail of the new Tempo's design and construction is an important part of a total commitment to quality.

Following are a few notable examples of the attention to detail built into every Ford Tempo.

- ☐ Tempo has close body fit tolerances. The sheet metal fits precisely. Joints look and feel smooth.
- ☐ The steel structural reinforcements of the instrument panel are spot-welded, not bolted, to help eliminate the potential for squeaks and rattles.
- ☐ Weatherstripping on the doors provides three barriers of defense against leakage.
- ☐ The door hinges have nylon roller-type checks. This design requires no lubrication.

Finish & Serviceability

Corrosion protection

Ford takes tough measures to protect Tempo from the damaging effects of corrosion.

Galvanized steel is used in the forming of important underbody and structural parts such as wheelhouse and rocker panels.

Zinc-coated steel featuring corrosion inhibitors is used primarily in the hood, doors, fenders and quarter panels. And special treatments such as aluminum-filled wax and vinyl sealers are applied to selected areas of the body structure.

Tempo also has standard lower bodyside protection — a vinyl coating under the paint which helps guard against stone chipping and the corrosive effects of road salt.

Lustrous paint finish

An essential ingredient in a quality final finish is the proper preparation of body sheet metal to assure adhesion of the primers and paint.

The first step Ford takes to achieve this result is cleaning the entire body in a phosphate bath to remove dirt, grease and oil, and thoroughly prepare the surface for the paint coats to come.

The priming process applied to Tempo is called Electrocoating. It uses the bonding powers of electricity.

Electrocoat priming uses opposite electrical charges on the body and primer. As the body is immersed in the primer, the electrical attraction provides a thorough, even coat to all areas of the body. Two coats of primer are applied and heat-cured before the paint coatings.

Four coats of tough acrylic enamel are then applied and baked to produce Tempo's deep, lustrous finish, which resists nicking, cracking and peeling. Paint applications are computer-controlled for color match.

Low maintenance costs

Ford has gone to great lengths to keep Tempo's maintenance costs as low as possible. Many features in Tempo are maintenance-free.

The battery never requires a fluid check. Self-adjusting brakes have lifetime fluid. Front suspension and wheel bearings are lubed for life. The clutch in manual transaxles is self-adjusting.

The 2300 HSC engine's hydraulic valve lifters require no adjustment. Nor do the carburetor idle mixture, choke setting and ignition timing. And the optional automatic transaxle requires no fluid change or band adjustment in normal service.

With the new 2.0 liter diesel engine, the glow plug never needs replacement. Inspection and adjustment of injection timing are not required.

Important, too, are Tempo's long scheduled maintenance intervals, some examples of which are listed on page 23 for both gas and diesel engines. Scheduled maintenance costs for Tempo are among the lowest of any car sold in America.

Ease of service

Making service operations on Tempo as easy as possible also contributes to keeping maintenance costs down.

The front disc brake pads, for example, can be serviced without having to remove the wheels and hubs or bleed the brake lines.

There's convenient access to components for ease of removal and installation — the starter motor, power steering pump, spark plugs, oil filter, tailpipe and muffler assembly, and many others.

Most notable of all is the self-test capability of the electronic engine control module (EEC-IV).

Convenience extends even to color-highlighted service items such as the yellow oil filler cap, oil dipstick, engine coolant and power steering. This easy identification of parts is especially helpful to Tempo owners who like to do much of their own routine maintenance.

Ford Lifetime Service Guarantee

Participating Ford Dealers are now offering the Lifetime Service Guarantee, which guarantees their work for as long as you own your car. It means that you pay for a covered repair on your Ford car or light truck once — and never again. If it ever has to be fixed again, the repairing dealer will

fix it free. Free parts. Free labor. Even if you keep your car a lifetime. It doesn't matter where you bought your car, or whether it's new or used; the work is still covered by the repairing dealer.

This limited warranty covers vehicles in normal use. Items not covered are routine maintenance parts, belts, hoses, sheet metal and upholstery. See any participating Ford Dealer for details.

Ford Tempo GLX

The appointments that set this series apart make the comforts of Tempo's 5-passenger interior all the more rewarding.

The GLX includes luxuriously appointed all-cloth reclining front seats, padded cloth upper door panels with carpeted lower sections, and thick carpeting.

A rear seat back, specially contoured for added support and comfort, is a GLX exclusive. The wide lower bodyside moldings are also standard in the GLX. The luggage compartment is carpeted and includes side storage bins.

The GLX offers the convenience of dual remote-control mirrors, a trip odometer, an overhead swivel map light, and three passenger assist handles. Plus electronic digital clock with elapsed time and date readouts, and interminent wipers.

Tempo GLX 4-Door Sedan shown with optional TR-type cast aluminum wheels and bumper guards.

Ford Tempo GL

Ford product planners designed the Tempo GL to offer the standard features most drivers want. And more.

Seats have luxury cloth seating surfaces. The lower seat facings are carpeted, a feature many cars more expensive don't have. The doors have padded vinyl upper panels with molding accents and carpeted lower sections. The sun visors are cloth-covered and include vanity mirrors.

The Tempo GL is comfort and convenience. The seat backs fully recline. One control lever conveniently mounted on the steering column allows easy fingertip control of the interval windshield wipers, two-speed wipers and washer system. An electronic digital clock and the luxury sound insulation package are standard.

Additional GL features: two rear seat ashtrays, protective bodyside moldings, luxury wheel covers and bumper rub strips. Plus all the features of the well-equipped Tempo L series.

Tempo GL 4-Door Sedan shown with optional styled steel wheels.

Ford Tempo L

Advanced design and engineering sum up the Tempo L, GL and GLX series.

Driving a Tempo is to experience front-wheel-drive traction and handling, the high-torque performance of the new 2300 HSC engine with sophisticated Electronic Engine Controls (EEC-IV), the excellent ride and handling of the four-wheel independent suspension system, and the comfort of a computer-refined 5-passenger interior.

The standard power-assisted front disc/rear drum brake system provides braking capabilities for controlled stops.

The steel-belted radial tires are engineered for excellent traction in year-round weather conditions. They're also designed to help optimize fuel economy when inflated to recommended pressure (30 psi).

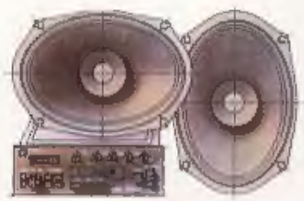
Ford Tempo combines advanced technology, comfort and convenience in a new kind of front-wheel-drive car. Test drive a Ford Tempo today at your Ford Dealer.

Tempo L 2-Door Coupe

Ford Tempo Sound Systems

Electronic AM/FM Stereo Search Radio/Cassette Player

Tempo's audio system selection includes a new computer-designed electronic AM/FM stereo search radio with or without cassette tape player. Some of the finer features of this state-of-the-art quality sound system are: Dolby® Noise Reduction; seek tuning that selects the next listenable station either up or down the scale; scan tuning that auditions stations for 8 seconds; selectable tape equalization for improved performance with CrO_2 bias tapes; 8-station memory (4 FM/4 AM); digital display; and precision tuning. The cassette player also features auto reverse; locking fast forward and reverse.

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D


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Options shown: (A) Sports Appearance Group. Includes: styled steel wheels with trim rings; sport seats with 4-way manual driver's seat; rear seats with integral headrests; unique sew style and fabric; sport instrumentation cluster; sport steering wheel. Available on Tempo GL only. **(B)** Air Conditioner. **(C)** Console. **(D)** RH Remote-Control Mirror (4-door sedan). **(E)** 5-Speed Manual Transaxle. **(F)** Tot-Guard (available at your Ford Dealer). **(G)** Sport Instrumentation Cluster. **(H)** Flip-Up Open Air Roof. **(I)** Wheels/Wheel Covers, l. to r.: Styled Steel Wheels, TR-Type Cast Aluminum Wheels, Cast Aluminum Wheels, Luxury Wheel Covers.

Options Availability

1984 Tempo options are not confined to these pages but are shown throughout the catalog. Options, whether or not they are identified, are offered at extra cost. Some options are offered either in combination with other options, or are subject to additional ordering requirements or limitations. Availability of some features described here and elsewhere may be subject to delay.

FORD TEMPO FEATURES

ENGINEERING	L	GL	GLX
Front-wheel drive	S	S	S
2300 HSC (High Swirl Combustion) 4-cylinder Fuel Saver engine and 4-speed manual overdrive transaxle*	S	S	S
EEC-IV (Electronic Engine Controls)	S	S	S
Upshift indicator light (manual transaxle only)	S	S	S
Four-wheel independent MacPherson strut suspension; parallel four-bar independent design rear system	S	S	S
Rack and pinion steering	S	S	S
Power front disc/rear drum brakes	S	S	S
DuraSpark electronic ignition	S	S	S
Electronic voltage regulator	S	S	S
Maintenance-free battery (45 amp-hr)	S	S	S
All-season P-metric steel-belted radial ply tires (P175 80Rx13 BSW)	S	S	S
Mini spare tire (T 125/80Dx13)	S	S	S
Luxury Sound Insulation	NA	S	S
Ram-air forced ventilation	S	S	S
Dual note horn	NA	NA	S
4-speed heater/defroster blower	S	S	S
2-speed windshield wipers; fluidic washer system	S	S	S
EXTERIOR			
Single rectangular halogen headlamps	S	S	S
Door-mounted LH mirror (non-remote)	S	S	NA
Dual door-mounted remote-control mirrors (4-door only)	O	O	S
Dual sail-mounted remote-control mirrors (2-door only)	O	O	S
Wraparound doors with concealed drip moldings	S	S	S
Dual accent bodyside paint stripes	S	S	S
Paint stripes extended to decklid (2-door)	S	S	S
Paint stripes extended to decklid (4-door)	NA	S	S
Bumper end caps	S	S	S
Bumper end cap extensions	NA	NA	S
Bumper rub strips	O	S	S
Narrow black bodyside moldings	O	S	NA
Wide lower bodyside moldings	O	O	S
Bright door frame and belt moldings	S	S	S
Deluxe wheel covers	S	NA	NA
Luxury wheel covers	O	S	S
INTERIOR			
Individually adjustable front seats	S	S	S
Reclining seat backs	S	S	S
Cloth seating surfaces	S	S	NA
All-cloth seats	NA	NA	S
Carpeted seat facings	NA	S	S
Deluxe seat belts with comfort regulator feature	S	S	S
Full-length seat side shields	S	S	S
Steering column-mounted controls for turn signals, headlamp high beam, flash-to-pass feature, windshield wipers/washers	S	S	S
Mini-console	S	S	S
Padded vinyl door trim panels, molding accents	S	S	NA
Padded cloth upper door trim panels, molding accents**	NA	NA	S
Carpeted lower door trim panels	NA	S	S
Door trim panel storage bins	S	S	S
AM radio with dual front speakers (may be deleted for credit)	S	S	S
Inside hood release	S	S	S
Day-night rearview mirror	S	S	S
Interval windshield wipers	O	S	S
Cloth headliners	S	S	S
Cloth sun visors with mirrors	NA	S	S
A-frame luxury steering wheel (with hub-mounted horn control)	S	S	S
Woodtone instrument cluster applique	S	S	S
Instrument panel storage bin	S	S	S
Lockable glove compartment	S	S	S
Cigarette lighter	S	S	S
Deluxe carpeting	S	S	NA
Luxury carpeting	NA	NA	S
Electronic digital clock	O	S	S
Trip odometer	O+	O+	S
Swivel map light	O+	O+	S
Passenger assist handles	NA	NA	S
Luxury luggage compartment trim	O	O	S
Contoured rear seat back	NA	NA	S
Rear seat ashtrays: two in all 2-door sedans; two in GL, GLX 4-door; one in L series 4-door	S	S	S

*Not available with optional Air Conditioner or California Emissions System
**Padded vinyl with optional vinyl trim
+Part of Light/Convenience Group.
S = Standard O = Optional NA = Not Available

FORD TEMPO OPTIONS

ENTERTAINMENT SYSTEMS	L	GL	GLX
AM/FM Monaural Radio	O	O	O
AM/FM Stereo Radio	O	O	O
AM/FM Stereo Radio with Cassette Player	O	O	O
Electronic AM/FM Stereo Search Radio	O	O	O
Electronic AM/FM Stereo Search Radio with Cassette Player	O	O	O
Premium Sound System.* Power amplifier, dual front, dual door and upgraded rear speakers. Six-speaker system.	O	O	O
Note: All stereo systems come with standard dual front and dual rear speakers			
APPEARANCE			
Lower Accent Paint Treatment*	O	O	O
Luxury Luggage Compartment Trim	O	O	S
All-Vinyl Seats	NA	O	O
Metallic Glow Paint. Desert Tan or Light Academy Blue Glow	O	O	O
COMFORT/CONVENIENCE			
Air Conditioner*	NA	O	O
Tinted Glass — Complete. Recommended with air conditioning	O	O	O
Console. Includes ashtray, cigarette lighter and graphic display warning module	O	O	O
Sport Instrumentation Cluster. Tachometer, temperature and fuel gauges, plus trip odometer in L and GL series. Included with optional 2.0 liter diesel.	O	O	O
Illuminated Entry System	O	O	O
Sports Appearance Group	NA	O	NA
Fold-Down Center Armrest	O	O	O
Electronic Digital Clock	O	S	S
Electric Rear Window Defroster	O	O	O
Light/Convenience Group. Ashtray, glove box and engine compartment lights; headlamps "on" buzzer; rear door dome lamp switches (4-door); swivel map light and trip odometer	O	O	O
Interval Windshield Wipers	O	S	S
LH Remote-Control Door-Mounted Mirror (4-door)	O	O	S
RH Remote-Control Door-Mounted Mirror (4-door)	O	O	S
Dual Remote Control Sail-Mounted Sport Mirrors (2-door)	O	O	S
Dual Illuminated Visor Vanity Mirrors	O	O	O
Flip-Up Open Air Roof	O	O	O
Fingertip Speed Control	O	O	O
Tilt Steering Wheel	O	O	O
PERFORMANCE			
2.0 Liter Diesel Engine. Described on page 5. See your dealer for availability	O	O	O
3-Speed Automatic Transaxle (gas engine only)*	NA	O	O
5-Speed Manual Transaxle	O	O	O
TR Performance Suspension Package.* Michelin TRX tires, TR-Type cast aluminum wheels, special steering and suspension components	O	O	O
Engine Block Immersion Heater	O	O	O
Heavy-Duty Maintenance-Free Battery (48 amp-hr.)	O	O	O
California Emissions System*	O	O	O
POWER ASSISTS			
Power Steering	O	O	O
Power Seat (driver's side)	O	O	O
Power Lock Group. Door locks, decklid release, remote-control fuel filler door.	O	O	O
Remote-Control Decklid Release	O	O	O
Power Side Windows	O	O	O
PROTECTION			
Anti-Theft System*	O	O	O
Bumper Guards	O	O	O
Bumper Rub Strips	O	S	S
Bodyside Protection Moldings	O	S	NA
Wide Lower Bodyside Moldings	O	O	S
Appearance Protection Group. Vinyl front/rear floor mats, rocker panel moldings, license plate frame(s).	O	O	O
TIRES			
P175/80Rx13 WSW	O	O	O
P185/65R 365 BSW (TR Handling Package)*	O	O	O
WHEELS/WHEEL COVERS			
Luxury Wheel Covers	O	S	S
Styled Steel Wheels	O	O	O
TR-Type Cast Aluminum Wheels (TR Handling Package)*	O	O	O
Cast Aluminum Wheels (Non-TR-Type)	O	O	O

*Offered either in combination with other options, or subject to additional ordering requirements or limitations.
S = Standard O = Optional NA = Not Available

COLORS AND TRIMS

Exterior Paint Colors	Charcoal	Medium Red	Academy Blue	Desert Tan
	Interior Trim Colors			
Black	•	•		•
Oxford White	•	•	•	•
Med. Charcoal Metallic	•	•		
Silver Metallic	•	•		
Red	•	•		•
Bright Red	•	•		
Dark Academy Blue Metallic			•	
Dark Walnut Metallic				•
Light Oxford Grey	•	•		
Light Desert Tan			•	
Light Academy Blue Glow*			•	
Desert Tan Glow*				•
Tu-Tones				
Silver Metallic over Medium Charcoal Metallic	•	•		
Light Academy Blue Glow* over Dark Academy Blue Metallic			•	
Desert Tan Glow* over Dark Walnut Metallic				•

*Optional Metallic Glow colors.

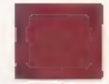
Some of these paint and trim colors are shown in this catalog. On the printed page, of course, colors are at best only representative of the originals. Your Ford Dealer can show you actual samples of the paint colors and trim materials presented above as well as Tu-Tone Paint/Tape combinations. See him for available Tu-Tone paint schemes.


Black


Oxford White


Medium Charcoal Metallic


Silver Metallic


Red


Bright Red


Dark Academy Blue Metallic


Dark Walnut Metallic


Light Oxford Grey


Light Desert Tan


Light Academy Blue Glow*


Desert Tan Glow*

A Commitment to Safety

Cars built with a concern for safety are designed and engineered by people who are committed to safety. Safety, like quality, begins as an attitude, a way of thinking that's instrumental in the shaping of a vehicle's structure and components from the drawing board to assembly.

Occupant safety

To help protect passengers in the event of an accident, Ford cars are equipped with numerous safety-design features, including those listed under the category "Occupant protection."

Ford commits enormous resources every year to the development and testing of all car lines and their occupant protection features.

Body structures — front and rear end assemblies, roof and doors — are carefully designed from the start with passenger safety as a primary concern. After they are validated for theoretical soundness, structures are assembled into prototype vehicles and subjected to exhaustive testing in the Crash Barrier Building at Ford's Dearborn, Michigan, Proving Ground.

Thorough evaluations of instrument panel and steering column designs, seats, head restraints and seat belts are also involved in all phases of safety testing.

The Crash Barrier Building has highly sophisticated equipment designed to analyze the impact of crash testing on the prototypes, and to measure the effects of the force on mannequins representing the driver and passengers. As many as 350 crash tests involving cars and trucks are conducted annually.

Operating safety

This term applies to a vehicle's ability, with the aid of the driver, to avoid an accident.

Most important to operating safety are the major chassis systems — the front and rear suspensions, steering and brakes. The performance of these systems is vital to accident avoidance should the driver have to take evasive maneuvers in an emergency.

Ford cars are engineered to do their part — provide suspension and steering systems designed for handling responsiveness and control, as well as a brake system that delivers fast stopping action along with fade resistance.

Of course, it's up to the driver to make the best use of the vehicle's accident-avoidance equipment. This involves driving defensively and reacting in time, and such seemingly small things as regulating the interior heating cooling system for proper ventilation (to help the driver stay alert) and maintaining the steel-belted radial tires at recommended inflation pressures (to keep them at safe temperatures).

Get it together — Buckle up.

Ford Motor Company strongly encourages all passengers to use their safety belts.

In all Ford cars, front seat lap and shoulder belts are equipped with automatic retractors and tension relievers, so they're very convenient to put on and comfortable to wear. Rear seat positions also have lap belts with retractors.

Ford also urges the use of child and infant restraints, even in states where they are not required by law. Ford's Tot-Guard (for children 20 to 50 pounds) and Infant Carrier (for children up to 20 pounds) are available at all Ford Dealers. These restraint systems are easy to install and meet all state and federal standards. If a child restraint requires a top-tether, Ford cars provide a special anchorage at each rear outboard seating position.

Ford Tempo Lifeguard Design Safety Features

Vehicle operation

☐ Safety rim wheels and load-rated tires ☐ Split service hydraulic brake system with warning light ☐ Corrosion-resistant brake lines ☐ Turn indicator lever with lane-changing signal feature ☐ Hazard warning flasher ☐ Back-up lights ☐ Side marker lights ☐ Parking lights coupled with headlamps ☐ Two-speed or variable-speed windshield wipers ☐ Windshield washers ☐ Outside rearview mirror, driver's side ☐ Glare-reduced instrument panel, windshield wiper arms, and windshield pillars ☐ Uniform transaxle shift quadrant with safety starting switch with optional automatic transaxle ☐ Continuously variable control illumination intensity (instrument panel lighting) ☐ Safety hood latch system ☐ Function-rated windshield defroster system ☐ Impact-resistant front and rear bumper systems

Occupant protection

☐ Safety-designed front end structure ☐ Safety-designed roof structure ☐ Steel guard rails in side doors ☐ Double yoke safety door latches and safety hinges ☐ Integral lap and shoulder belts with automatic retractors for front seat occupants ☐ Positive seat belt fastening reminder warning light and buzzer for the driver ☐ Lap belts for all rear seating positions with retractors for rear outboard occupants ☐ Energy-absorbing steering column and steering wheel ☐ Energy-absorbing armrests and safety-designed door handles ☐ Energy-absorbing instrument panel with padding for right front passenger ☐ Energy-absorbing sun visors ☐ Energy-absorbing front seat back tops ☐ Self-locking front seat back latches on two-door vehicles ☐ Head restraints for front seat occupants ☐ Safety glove box latch ☐ Inside yield-away rearview mirror ☐ Impact-absorbing laminated safety glass windshield ☐ Flame-resistant interior materials ☐ Safety-designed coat hooks ☐ Safety-designed radio control knobs and push buttons ☐ Child restraint tether anchorages

Anti-theft

☐ Locking steering column with key warning buzzer reminder (with "Park" interlock or push button for key release) ☐ Visible vehicle identification number ☐ Separate keys for ignition and door entry

Ford-Paid Repair Programs After the Warranty Period

Sometimes Ford offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls. Ask Ford or your dealer about such programs relating to your Ford or Lincoln-Mercury vehicle.

To get copies of any adjustment program for your vehicle or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. Alaska and Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

Or write Ford at: Ford Customer Information System, P.O. Box 95427, Atlanta, Georgia 30347.

We'll need your name and address; year, make and model vehicle, as well as engine size; and whether you have a manual or automatic transmission.

Technical Service Bulletins

All vehicles need repairs during their lifetime. Sometimes Ford issues Technical Service Bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later. Ask Ford or your dealer for any such TSBs and explanations relating to your Ford or Lincoln-Mercury vehicle.

To get copies of these Technical Service Bulletins and explanations for your vehicle or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. Alaska and Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

Or write Ford at: Ford Customer Information System, P.O. Box 95427, Atlanta, Georgia 30347.

We'll need your name and address; year, make and model vehicle, as well as engine size; and whether you have a manual or automatic transmission.

Also well worth considering...

Ford EXTENDED SERVICE PLAN

Ford Motor Company's optional Extended Service Plan covers major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. The cost is so moderate for the protection you get that it could pay for itself the first time you need it. Your Ford Dealer will be happy to detail the plan for you. Available on all cars and most light trucks, it is honored by more than 6,300 Ford and Lincoln-Mercury dealers nationwide and in Canada.

MEASUREMENTS	2-Door	4-Door
Wheelbase	99.9"	99.9"
Length	176.2"	176.2"
Height	52.7"	52.7"
Width	68.3"	68.3"
Front Tread	54.7"	54.7"
Rear Tread	57.6"	57.6"
Trunk Volume (cu. ft.)	13.2	12.9
Fuel Capacity (gal.)	14.0*	14.0*
Curb Weight (lb.)	2,394	2,443
Passenger Capacity	5	5

*15.2 gal. with 2.0 liter diesel engine.

POWERTEAMS

Engine	Transaxle	Axle Ratios 49 States	Axle Ratios California
2300 HSC FS (Fuel Saver)*	4-Speed	3.04	NA
2300 HSC	5-Speed	3.33	3.33
2300 HSC	Auto.**	3.23	3.23
2.0L Diesel +	5-Speed	3.73	3.73

* Not available with optional air conditioner or California Emissions System.
** Not available in L series.
+ Delayed availability. See your Ford Dealer.

SCHEDULED MAINTENANCE

Ford wants to reduce both the frequency and cost of normal scheduled maintenance on its cars to an absolute minimum. Here are some examples of scheduled maintenance intervals for the new Tempo. For complete maintenance recommendations, refer to the Tempo Owner Guide.

2300 HSC ENGINE	
Engine Oil Change	each 7,500 miles
Spark Plug Change	each 30,000 miles
Air Filter Replacement	each 30,000 miles
Engine Coolant Replacement	each 52,500 miles or 3 years
2.0 LITER DIESEL	
Engine Oil Change	each 7,500 miles
Oil Filter Replacement	
— Main	each 7,500 miles
— Bypass	each 15,000 miles
Air Cleaner Element Replacement	each 30,000 miles
Engine Coolant Replacement	each 26,000 miles

Gas Mileage

Gas mileage estimates for the standard 2300 HSC Fuel Saver engine with 4-speed manual transaxle are 43 estimated highway and 28 EPA estimated mpg. Estimates are for comparison and applicable to sedans without air conditioning. Your mileage may differ depending on speed, distance and weather. Actual highway mileage ratings will probably be lower. Fuel Saver engine is not available in California.

Diesel Mileage

1984 EPA mileage estimates for the new 2.0 liter diesel engine were not available at the time this catalog was approved for printing. However, the diesel is expected to post excellent mileage ratings. As soon as they are released, your Ford Dealer will be among the first to receive this information and will be happy to pass it along to you.

"Ask Your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.

Product Changes

Ford Division reserves the right to change product specifications at any time without incurring obligations.

Have you driven a Ford...lately?

Get it together — Buckle up.

FORD TEMPO

FORD DIVISION